



Civil Air Patrol

OFFICIAL PUBLICATION :: WING 62 :: WISCONSIN

VOL. I. — No. 12

PUBLISHED PERIODICALLY

OCTOBER, 1944

GROUP 2 HOLDS SUCCESSFUL MOBILIZATION AT RACINE

Zooming out of the misty rain soaked clouds which hung over the Horlick-Racine Airport early on Sunday morning, Sept. 17, came a flight of twenty planes from Janesville, Racine and Kenosha to start a day of contests in the air and on the ground. Arriving as per estimate at precisely three minutes after nine, the Janesville Squadron with Lt. J. Arthur Moran in the lead, closely followed by six other planes from the Janesville unit, were the first of the groups to arrive. Shortly after the Kenosha Squadron arrived and the activities for the day began. The first event scheduled was the bomb dropping contest. A Janesville ship flown by Neil Polan as pilot and Willard Woodman as bombardier really "shattered" the target with the small bags of flour dropped within six and eight feet of the target. None of the other bombardiers were able to better that mark and Janesville was chalked up with the first of their four wins for the day.

Three ships from the Kenosha and Racine squadrons and the Janesville ships and pilots with the Beloit Bombardiers were also in the contest.

The next event went to Kenosha when Lt. Russell with two observers streaked through the panel reading contest. The course was over a triangular location and some of the pilots found it a bit difficult to pick up the outlying panel groups. However, Lt. Russell obeyed all orders given and was declared the winner. Janesville and Beloit members were on the ground crew for laying the panels. The next event under Sgt. Ben Wormey was easily taken by a group of five expert code students from the Janesville squadron. Averaging ten words per minute for ten minutes, this class averaged an accuracy of 97 per cent. Members in this event were Floyd Christensen, Walworth, Willard Woodman, Evelyn Fox, William Schlink and Elizabeth Farrar.

Others taking part were S/Sgt. Charles Cahil, Cpl. B. Brost and Cpl. Annabelle Scott from Beloit. Some very fine exhibitions in military drill were put on by all the Squad-

rons. Fast and intricate movements were performed by each squadron under their own leaders and several of the ranking army officers were high in their praise for the talent exhibited. Janesville showed a bit more class than the rest and was proclaimed the winner. Lt. Moran, Squadron Commander, was in charge and had chosen a picked group out of the fifty members from his squadron to walk off with the honors.

A high wind washed out several of the pilots who were entered in the spot landing contest but ships from Kenosha, Racine and Janesville participated. Racine Squadron hit them dead and was declared the winner. In the aircraft identification contest among the cadets, Racine also won.

During the noon hour a delicious repast was served to the group by a group from Racine. Owners of the Horlick-Racine airport were hosts to the members and a vote of thanks is hereby given to the gentlemen. Carlyle Godske, President of the Racine Flying Service, was most kind in his many courtesies and helped in a great manner to make the day pleasant. In a most impressive ceremony, all squadrons passed in review before several ranking officers, among them being Lt. Col. Lauris Eek of the Sixth Service Command, Chicago, who thrilled the gathering when he blew in from the windy city in a huge dive bomber to witness the review and to be one of the speakers. Others in the reviewing party were Lt. Col. John Stratton, Milwaukee, Wing Commander, Maj. Arthur Anderson, head of the AAF Examining Board for Wisconsin, Capt. Charles LaForce, Wing Executive officer; Capt. Paul Koch, Wing Operations Officer and First Lt. Link Thomas, Group 1 Engineering Officer, all of Milwaukee and Group 622 Commander John H. Batten, Racine.

Immediately after the review which was under the command of Lt. J. Arthur Moran, Group Executive Officer, short talks were made by Col. Eek, Lt. Col. John Stratton, Maj. Anderson and Capt. Batten.

Beloit squadron arrived by two huge busses with about 35 members. Janesville flew in seven ships each with a pilot and an observer

and a caravan of a dozen cars brought along about fifty members. Racine had about twenty and Kenosha squadron about the same.

All officers and personnel were well pleased with the manner in which the program was carried out. Racine was a most gracious host and the accommodations on the field were very satisfactory. Capt. Batten and his staff should feel complimented to have such a large gathering in the first group maneuver held. The contests showed that most of the groups have done some real hard work during the year and the remarks by Lt. Col. Eek plainly reveals that the Army is looking to the CAP for more worth-while things.

CAP CADETS ENTITLED TO WEAR SERVICE RIBBONS

Wing Headquarters has been asked on several occasions if CAPC members are entitled to wear the CAP Service Ribbons. National Headquarters authorizes cadets to wear the appropriate service ribbons if they meet the requirements mentioned in CAP Rules, Part 62-10 (Supply). No doubt there are many cadets throughout the state entitled to service ribbons who will be happy to learn about this ruling.

MILWAUKEE SQUADRON NO. 2 GETS SPONSOR FOR THIS ISSUE

The idea of individual squadrons getting a sponsor for one issue of the Wing Bulletin is not bad for more than one reason. First, the Bulletin must have a sponsor in order to be published; second, material for the Bulletin must be available. What usually happens is the squadron digging up the sponsor gets busy to line up a lot of photos and other material for the issue, feeling it is entitled to a "break" in space. While your editors have starved for usable material from all over the state, it nevertheless has not been forthcoming. Consequently, issues of the publication have not been regular. If we can get material when a squadron finds its own sponsor . . . we certainly are for it.



Milwaukee Squadron No. 2 Assembled at the Police Gym, Safety Building, Where They Hold Meetings Every Friday Night.

CIVIL AIR PATROL BULLETIN

Official Publication
WISCONSIN WING 62

Published Periodically
110 E. Wisconsin Ave., Milwaukee, Wis.

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EDITORIAL

"... AND SIX MONTHS
THEREAFTER"

Humans are impatient creatures; constantly they seek variety — a change of activities. It is not surprising, therefore, that when their prime current activity may be the unpleasant business of war, they are most eager to get the job done and turn to peaceful pursuits. That is why so many persons are inclined to accept rumors of an early end to hostilities. It is what they want to hear, so they welcome any such report, however vague and unsound it may be. They begin to turn away from their stern, necessary war effort before there is any definite knowledge as to when it may be completed.

CAP members are quite human and some are moved by these same human inclinations. "War's about over" — so they begin to lose interest in their branch of the service. They neglect CAP functions. They feel that they have done their bit and it is time to turn attention and activity elsewhere.

This must not be. Nobody knows when the war will end.

And our job will not be completed even when "V-Day" arrives. Bear in mind that you are enlisted for service until that day "... and six months thereafter."

Our full cooperation still is needed.

It may be true that we are not as important as combat or transport fliers up at the front; but remember that some insignificant and unseen part of your plane may be as necessary to the continued operation of the whole mechanism as is the busy motor or the whirling propellor.

So—don't let down. Carry on! "Keep 'em flying!"

...Our Thanks to
METAL PRODUCTS CORP.
MILWAUKEE, WISCONSIN
DONORS OF THIS ISSUE

DO YOU DO "ROUND AND
BUMPS?"

A British Spitfire fighter pilot and instructor recently visited Lt. Col. Stratton. During his stay in Milwaukee he went out to the airport on several occasions. While there he got the urge to ride in one of our little ships. Capt. Koch took him up. After they had been in the air for a while, the British pilot turned to the Captain and said: "Can we do some 'rounds and bumps?" Capt. Koch searched his aviation vocabulary for the possible meaning of "rounds and bumps" but without avail. He hoped that silence would avoid embarrassment but it wasn't long before the English pilot again said: "I say, old chap, can we do some rounds and bumps now?" Right then and there he had the captain stumped — no longer was it possible to avoid the issue. Rather sheepishly, Capt. Koch retorted that he couldn't make "rounds and bumps" because he wasn't familiar with that type of fighter maneuver. The Britisher very apologetically replied that "rounds and bumps" wasn't a fighter pilot's maneuver — it was merely taking off the runway — going around coming down again. "Oh," said the Captain, "you mean take-offs and landings." "Yes, yes," replied the Englishman, "just plain 'rounds and bumps.'" Rather descriptive, isn't it? So from now on you CAP pilots practising take-offs and landing are doing "rounds and bumps."

NEW AC SQUADRON SHOW-
ING FINE PROGRESS

Allis-Chalmers, Milwaukee Squadron 5, is showing marked progress in organization. Started only a few short months ago, the new unit boasts some 70 members, of which 50 have already completed the 25 provisional membership hours. Officer O. R. Briscoe, Unit Commander, has made staff appointments as follows:

Roger Hubbell, Executive Officer.
Ruth Berkholtz, Adjutant.
Alvin Richter, Operations Officer.
Marjorie Dachenback, Training Officer.
Carl A. Schmidt, Supply Officer.

The squadron has been meeting at the Allis-Chalmers Club House but a new headquarters has just been established at the State Fair Park first aid building. It's an ideal location. The building has three large rooms for classes. The roomy vacant streets made an ideal drill field. Later when the snow falls, drill will be conducted in one of the larger buildings on the Fair Grounds.

CAP FLYS ARMY TO PHOTO-
GRAPH STATE PRISONER
OF WAR CAMPS

There was an urgent need recently for aerial photos of the War Prisoner camps in Wisconsin for the War Department. With Billy Mitchell Field inactive, Major L. N. Fairbanks, Army Public Relations Officer, was up against it to get an Army ship and pilot for the mission. As Major Fairbanks has often done, he called Lt. Col. Stratton, who undertook the mission. Capt. Guy Koch flew the Army photographer, Sgt. Brown, who got "shots" of all the PW camps in the state.

GROUP 3 CALLS MEETING
OF ALL STAFF OFFICERS

Capt. Harry Schoblaska, Commanding Group 3, called a meeting of commanders and staff officers of all units at Manitowoc recently. Those represented were Two Rivers, Sturgeon Bay, Sheboygan, Green Bay, Appleton, Oshkosh and Manitowoc. The Wing Staff likewise attended. The purpose of the meeting was to bring together all officers in the Group to swap ideas, plans, programs and problems. After a general open meeting, all officers holding the same staff positions met separately with corresponding Wing Officers in order to discuss the duties and problems relating to their own office. Many good ideas were exchanged — problems of one squadron were solved by the experience in another unit — programs were planned for unified action. All-in-all it was a day well spent according to reports coming to Capt. Schoblaska.

LT. ROWLAND HEARS FROM
FORMER CAP MEMBER

Edward Hegeman, a member of the Racine unit until he left for active duty, took time off to write Lt. Rowland about CAP training. Here's what Hegeman has to say:

Dear Lt. Rowland:

My good wishes are always with your swell CAP unit. I sure miss all the fun and wonderful instruction. Everything I've learned in CAP I've sure made use of. Thanks much for the fine leadership and supervision of the Racine Squadron.

Much has happened since my last letter to you. I'll try to hit the high spots.

I finished Basic Training at Jefferson Barracks and transferred to Sidalia, Mo., Air Base with a 14-day delay enroute. I was reclassified from Mechanic Gunner to Administration Clerk and March 2nd shipped to Alliana, Nebraska, and assigned to 349th Group Headquarters, Intelligence Department. I was transferred to Pope Field, Fort Bragg, North Carolina, on March 11 and here I am. I live in Fayetteville (about 12 miles from the post) and have a lovely home and my wife is with me.

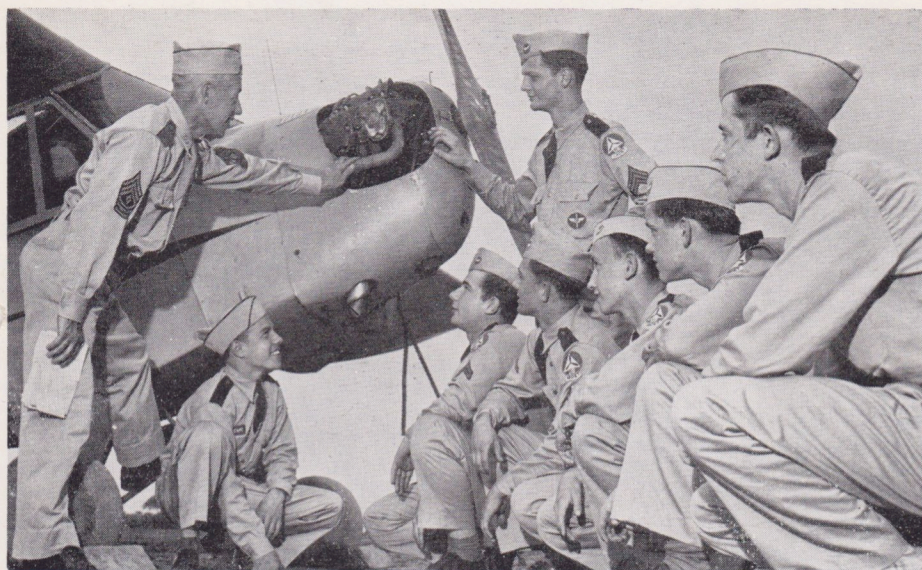
Hello to all you CAP members, and again my sincere wishes for your continued success.

Yours very truly,

EDWARD HEGEMAN.



New cadets of Milwaukee Squadron No. 2 get final instruction in first aid from Dr. Greenya. All passed.



At Milwaukee Squadron No. 2 Mobilization Held at Curtiss Wright Field, Cadets Get Practical Course in Line Inspection.

NEWS ITEMS FROM MILWAUKEE SQUADRON 2

This is what some of the girls from Headquarters Section, Milwaukee Squadron 2 are doing in service:

Former CAP Sgt. Margaret Bruns is now with the WASPS at Camp Stewart, Ga., towing targets, etc.

Josephine Pitz with the WASPS is ferrying ships out of New Castle, Army Air Base Wilmington, Del.

Willette Harkins has joined the WAVES as an Ensign and is now in training at Smith College.

Former T/Sgt. Jean Reimer with the WASPS at Sweetwater writes that she has completed AF-6 Transition and is now in instrument flying in the BT. Dorothy Drobic is also at Sweetwater with the WASPS.

Lille Pfeuti joined the Air WACS and is now a Link trainer instructor at Romulus Army Air Field, Romulus, Mich.

The Squadron has received many interesting letters from former CAP cadets who are now in the Armed Forces. Every one of these letters commends CAP for the training they received, which has been a boon to them in their training at camp.

Cadets last heard from:

Roman Wayerski, Houghton, Mich.
Robert Heppert, Foster Field, Victoria, Texas.

Albert Ohm, Greenwood, Miss.

Wencel Bohr, Scott Field, Ill.

Tom Bacher, San Marcos, Texas.

James Reiman, Miami Beach, Fla.

Jerry Walters, Butler University, Indianapolis, Ind.

Dick Zachariasen, Sheppard Field, Texas.

Bill Deffner, Sheppard Field, Texas.

We also hear quite often from former Lt. Al Hughes, who is in the Navy, San Francisco; Bill Huebner, Santa Ana, Cal.; G. W. LaPrell, Tampa, Fla.; Fred Mueller, Shreveport, La.; Joe Pohorsky with the Navy at San Francisco; Eugene Walish at Norman, Oklahoma; Harold Stockman, Kellogg

Field; Arthur Kuether, Marines, San Francisco; Ralph Goeke, with the Navy, Great Lakes, Ill.

Capt. Don Weller, formerly Executive Officer of Milwaukee Squadron 2, is in the 5th Signal Unit Survey Group at Camp Kohler, Cal., where he is an instructor. Capt. Don and Mrs. Weller recently spent a few days in Milwaukee, and have asked Commander Kern to say a big hello to all their friends.

Milwaukee Squadron 2 deeply regrets the transfer of our present Executive Officer, Lt. William Calhoun, and T/Sgt. Mary Calhoun to Dallas, Texas, where Bill is connected with the Pittsburg Paint Co. We hope both of you will soon tire of Texas and be back with the Squadron. Before leaving Bill and Mary extended a general invitation to anyone who would be in or near Dallas to stop and look them up. (Any of you cadets around Texas take them up on it.)

Milwaukee Squadron 2 also regrets the resignation of T/Sgt. Ruth Craine and T/Sgt. Ruth Yeko Sass. Both girls are busy in other activities and find it impossible to carry on with CAP work. Their ever-ready willingness to be of assistance in any undertaking will be missed.

Milwaukee Squadron 2 is very happy to announce the appointment of Edgar End as its Medical Officer. Most of us know Dr. End and have heard him give several of his very fine and interesting lectures. Welcome to CAP, Doc.

During the recent Navy Show at the lake front, the Navy found it necessary to bring their large bomber planes to Curtiss Wright Field for landings and take offs. During the time these planes were at the airport, it was necessary to place a guard on a 24 hour basis guarding these planes. The Navy Dept. contacted Wing Headquarters; Lt. Col. Stratton called Commander Kern for guards. Sgt. Herman Haese of the Cadet Section immediately took charge of this unusual assignment and ordered his cadet section to report at two hour intervals to guard these

planes from 1700 to 0500. The Navy Department says you did a fine job, boys, and wishes to thank you for your cooperation.

Lt. Jesse Pitts of the local Army Air Corps Recruiting office was a guest speaker at one of our Friday meetings. Lt. Pitts was pilot of the "Penny Ante" B-17 bomber. He has had 25 missions under his belt, wears the DFC and the Air Medal with three oak leaf clusters. His talk was very interesting and especially to the cadets when he told about how a crew reacts after one of these missions.

We also had the pleasure of hearing Lt. Edward Hertel, who had just returned to the States after fifty missions in the South Pacific area. Lt. Hertel is also with the local Army Air Corps Recruiting office. He was recently awarded the sixth oak leaf cluster for gallantry in action. He and his crew are credited with sinking a Japanese submarine and cargo ship. He was also practically "bombed" out with the many questions the cadets fired at him.

On August 20th Doctor's Park was the scene of a good old fashioned basket picnic. We are all anxiously awaiting the reports from our photographers who seemed to be getting some excellent candid camera shots. The highlight of the picnic was the tug-o-war which proved to be quite a scramble. The only person on his feet was Capt. LaForce, which no doubt was due to the fact that he was "in" on the rope trick. Don't forget to bring around the pictures you snapped of this feature, Capt. Plankinton.

WAR PRODUCTION SHOW GUARDED BY CAP

During the recent State Fair at Milwaukee, the War Production Exhibit was guarded entirely by Civil Air Patrol members drawn from Milwaukee Squadrons 1, 2, 3, the Wing Security Squadron and the Waukesha Squadron. The Army was unable to take over and CAP was called upon to assume complete charge of guarding the exhibit.

Sgt. Cecil Mason of the Wing Security Squadron was in charge. The number of guards reporting each day varied from 20 to 44. There was a total of 225 watches, of which CAP and CAPC members of Squadron 1 walked 137 posts—the Wing Security Squadron 23—Squadron 2, 18 and Squadron 3-17.



A Few of the Guards on Duty During State Fair.

Capt. Bert Bates of the Army Air Force command in charge of some of the War Exhibit praised CAP not only for the way it handled guard duty, but also for appearance, discipline and courtesy.

CAP CADETS GET WORKOUT AT TRUAX

Silver wings flashed in the sky as the army pilot flipped the plane into a tight loop and then slammed it down into a screaming dive.

On the ramp at Truax field, 76 civil air patrol cadets, sitting shoulder to shoulder in their green GI fatigue uniforms, watched the test flight with envious eyes.

They were Wisconsin boys, between 16 and 18, who had been civil air patrol cadets for more than six months and had been chosen on the merit basis to get an inside view of the army air corps through a week's training at the field. They were watching the test flight of one of the planes which had been repaired at the field and were being instructed on one of the last phases of aircraft maintenance.

It had started easily. The boys, 29 from either the Mitchell field, Curtiss-Wright or Brown Deer squadrons of Milwaukee, and the remainder from the CAPC squadrons in Racine, Waukesha, Madison, Manitowoc, Two Rivers, La Crosse, Wausau and Chippewa Falls, had arrived by plane, train or bus at Madison, August 27, toured the post, had gone swimming and boating, and had then marched in for supper.

The Eats Were Good

Here they made a hit with the cooks by coming back for the customary second and third helpings of army chow, then requesting permission for the fourth and fifth. Army regulations did not state definitely that they were to be provided with that much food, but Capt. Willard D. Marshall, assistant director in charge of military training, paved the way into the kitchen.

At 5:30 a. m. Monday things got tough. The boys were subject to military regulations, were not permitted to leave the post, were under military rules of courtesy and conduct—in fact, were in the army air corps.

Capt. Marshall and their CAP commanding officer, Capt. Harry W. Schaefer, who is squadron commander of the Waukesha squadron, shepherded them through what one of the boys called "the toughest chunk of interesting training" in the world.

It included such things as close order drill, instruction in aircraft maintenance, from radio electronics to propellers and production, police and latrine duty, chemical warfare demonstrations, rigid physical training and instruction and drill which a regulation army man get at this field.

The Cure Was Quick

Two of the boys, enjoying the lectures, the demonstrations and the army chow, decided they were too tired to take physical training. They goldbricked. "We don't feel good," they said.

The army doctors took a look, decided it was self-inspired fatigue and gave them the GI cure for gold-brickitus—a double dose of castor oil. Three minutes later the pair was out on the field taking physical training. There was more to it than just talk. Jim Barrow, of 1452 N. 35th street, of the Curtiss Wright squadron, was one of the many who "flew" in the Link trainer. Confident, he got in, sat down, clamped the head phones on with a flourish and began to "fly."

As the boys crowded around, Barrow wobbled for a few seconds, tried to level off and then began to spin, the "plane" out of



CAPC Take the Obstacle Course.



Cadets Learn About Blind Flying.



Cadets Find Motors Interesting.



CAPC Get Into Parachutes.

control. While the boys shouted encouragement, instructions and wisecracks, Pilot Barrow continued to spin. Finally, he pulled out and leveled off.

"By all calculations," the instructor commented, "You are now traveling 280 miles an hour—326 feet under the ground."

Barrow grinned, took his hand from the control stick, and zoom! Back he went into another spin.

Pulls a Fast One

On Thursday night they were dog tired. It

had been the toughest day of the week. Every minute of the week was jammed with instruction and demonstration, drill and classes, exercise and work. The boys were supposed to go to a chemical warfare demonstration and were "crying the blues" because a fine drizzle was pouring down, and they had been alternately wet and dried eight times that day.

The CO was instructed that the demonstration was called off, but decided to "pull a fast one" on the boys. He ordered them outside to prepare for the demonstration. Seventy-three tired boys limped into line at the order "Fall In!" The CO surveyed them for a moment, announced the demonstration was called off, and ordered "Fall Out!"

With a yell, the "tired" 73 headed for all parts of the post. Some went to service clubs, to the PX; some hurried over to a dance—everybody had disappeared within 10 seconds after the CO had shouted his final order.

At times in the week several boys went to the hospital, crying. It was all in a day's training. Given a demonstration on tear gas, they were instructed to enter a gas filled room, put on their masks, remain in the room a few minutes, remove the masks and come out in a hurry.

Three of them, however, forgot to blow hard once the mask was in place—to clear the mask of all remaining gas. When they came out, rivers of tears were streaming down their cheeks. "Gee," one sobbed, "that was fun."

Plenty of Experience

That is the way it went—seven days of it. Getting their hands into the grease and oil of motors which had carried fighters against the Japs, studying the radios which played a major role in knocking off Messerschmitts and Junkers, learning about camouflage and bivouacs, going over the obstacle course, doing everything they will do when they get in the air corps.

"They are pulling out today," said Jerry Servis, officer of the Milwaukee squadron at Mitchell field. "They are going back to running errands, pedaling bikes and the ordinary routine of teen age living."

The army knows, he said, that those 76 boys now realize that a lot more goes into forming and maintaining an air corps than the flying of the plane and the dropping of the bombs. Those 76 boys are "champing at the bit" waiting for the all-important eighteenth birthday, so they can "get in for real."

The CAP know that, although it has been a week of fun, it was the most instructive and important "fun" that the boys ever had.

The boys—well, as Herb Bierle, 1777 N. 83rd street, said, "What a super deal!"

And that was the reason for their being out at Truax field in the first place.

RACINE SQUADRON SELLS WAR BONDS WITH RIDES

The Racine Squadron in cooperation with the Veterans of Foreign Wars, put on a war bond drive recently that resulted in sales of bonds totaling \$15,000. The inducement was a free airplane ride by Civil Air Patrol to any one buying a War Bond. Seven ships were on the go every minute of the day and by sundown some 400 rides had been given. That meant that each rider averaged one \$50 bond. Not a bad day's work! The Veterans of Foreign Wars financed the necessary gas and oil.